

150' to left & 1 mi  
 20 Oct. 1947 1323 S of runway 38.  
 Capt. Carl, Jr., Eng. USNR VCNR  
 ComAirMnt  
 1st Lt. LAA, Lee Fld, Green Cove Springs, Fla.  
 836.2 216.4 58.5 57.4 50 min

GCA Qual. 9-17  
 Clear 14 N A No 10.7 10.7  
 X  
 Final of GCA -70-80' 6° Glide Angle  
 1000-11-1400-14-1000

Lacerations of scalp & left hand  
 2nd degree of both legs & H hand,

**SPEC. ERRORS** - Made 5 satisfactory contact approaches  
 1) 6th approach was made under hood without controller  
 knowing definitely that it was to be a hooded approach.  
 2) Pilot did not go contact at 500' the hood had been  
 briefed on this prior to flt. 3) Pilot continued to  
 approach when no radio instructions were received  
 for at least 15 secs prior to crash-landings. GCA  
 did not require that safety or chase pilot accompany  
 pilot making hooded approaches. 2) GCA did not establish  
 definitely that they were in radio contact with pilot  
 on final or approach leg.

**CHECK OFF ITEMS** - Pilot was experienced in type instrum  
 ent flts as shown by number of instrument hrs in past  
 8 mos. This bc assumes that since pilot did not contact  
 at 500' he could not have been making full use of all  
 instruments necessary for safe instrument land. Also, b  
 there are some indications, the facts could not defi  
 nitely be established, that pilot used improper tech  
 in maintaining fixed glide path by holding altitude  
 with stick instead of throttle, thus being caught  
 airspd to cause him to settle rapidly.

**ANALYSIS** - Pilot had made 5 satisfactory contact GCA approaches  
 with no apparent difficulty. 6th, & last under the  
 hood" approach was commenced at approx 1315h, and about  
 5 min later, when pilot was turning on final approach  
 leg about 5 or 5 1/2 mi from fld, final controller asked  
 him if this was to be hooded approach. Pilot did not  
 understand & asked that it be repeated. Transmission  
 was repeated but still not understood by pilot. Final  
 controller did not repeat his transmission again, but  
 continued to give pilot approach info. Pilot (over)

836-EM 204272 X X  
 Strike  
 F (Careless or Negl)  
 OF  
 E&A (Electrical & Radio)

1816 - In para 1 of subj. rpt "Errors of GCA: GCA did not require that safety or chase pilot accompany pilot making hooded approaches." COMMENTS : Prior to making any GCA approaches, pilots were instructed to land for briefing by Cinc GCA Unit #17. They were briefed thoroly regarding 3CL 75-47, GCA procedure & terminology, & local safety rules. It was pilots choice not to use chase or safety pilot as they were all qualified in instrument flt.

GCA did not establish definitely that they were in contact with pilot on final or approach leg. COMMENTS: Altho pilot did not reply to initial transmission on final approach, he did turn to heading of 260° & followed instructions from 5-2 mi from end of runway. Since he did take corrections he was definitely receiving from controller. All pilots were briefed prior to flt to take waveoff if they did not understand or receive any transmission for 5 seconds on the final approach. Final controller is keyed continually on final leg of approach & he has no way of knowing if pilot is receiving or not except by corrections taken by plane. Pilot was given waveoff immediately when he went out of prescribed limits set down in ACL 75-47.

With respect to factors involved in accident & rec. for Loc action: It is the responsibility of operating activity to insure that its pilots are properly prepared & instructed prior to undertaking GCA Trng. It is the responsibility of pilot to adhere thereto, particularly with regard to hooded approaches.

It is has been in past, mandatory that all pilots be briefed thoroly as to GCA procedure & terminology, & local safety rules. This was done at my insistence prior to this days operations with VCN-2.

The standard practice for units attached to advanced Trng Com. at EAS, Jax is to use dual controlled a/c only on hooded approaches.

apparently did not receive transmission "pop your hood" which was given at 2 mi range, for he was hooded upon initial impact. At 2 mi point pilot began to go below glide path & held 30' below up to 1 1/2 mi range. "You are 30' below the glide path and holding" is the last transmission pilot remembers receiving. At 1 1/2 mi range pilot began to go further below glide path until at 75' below he was given "waveoff" which he did not receive. At this point approx 1 mi range he saw trees out of unhooded portion of hatch, applied full throttle, & at same instant hit some tree tops & crashed in swamp just past trees, approx 3/4 mi from fld. Pilot was temporarily unconscious but on regaining consciousness observed a/c burning & managed to get out of cockpit & away from plane.

MAT. FAIL. - Evidence in this case indicates malfunctioning of ARC-1 VHF receiver. The cause of the malfunction, or failure of parts, cannot be determined because radios were destroyed in fire following accident.

SPEC. EQUIP. - Shoulder harness undoubtedly saved this pilot's life.

LOC. REC. - Pilots will receive their 1st hooded check out in dual control a/c. 2) Pilots must be more thoroly briefed on GCA procedure with safety precautions emphasized.

ORDERS - Para 1(a) Encl A, ACL 75-47 states a 'chase pilot' shall be furnished during 'under the hood' check outs. This directive was not complied with. Pilot did not take visually at 500' as directed by para 1(b), Encl (A). Pilot did not take waveoff tho he was apparently not in radiocontact for approx 15 secs prior to crash, as directed by para 4(f). Pilot was briefed prior to flt according to VCN-2 Oper. & Trng Memo 42-47 CC - 1) initial hooded GCA checkouts will be accomplished in dual control a/c utilizing safety pilot. b) Adherence to requirement of "chase pilot" in all hooded checkouts will be mandatory in future. 3) Greater care will be taken to insure that pilots are thoroly briefed in GCA procedure, safety precautions & terminology before permitting them to make solo approaches.